

GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM
Instrument Procedures Group
(Transcribed/Re-Formatted)
HISTORY RECORD

FAA Control # 94-02-134

SUBJECT: Commercial Operations (Parts 121/135) Compliance with FAR 97 Takeoff Minima Climb Gradients

BACKGROUND/DISCUSSION: Many runways have two sets of FAR 97 takeoff minima, one of which is usually standard and the other of which is higher-than-standard. Such a situation occurs where the TERPS, Chapter 12 departure area is not 40:1 clear. The lower of the two minima has a climb gradient requirement associated with it. Standard Operations Specifications Paragraph C57.b has an obtuse reference to such takeoff minima climb gradient requirements, but does not make it clear whether compliance with the specified climb gradient is mandatory when the ceiling and/or the visibility is less than the higher (no gradient required) takeoff minima. We understand that some operators have made the incorrect interpretation that the climb gradient is only advisory unless the critical obstacle(s) are located within the narrow 121.189 engine-failure departure flight-path.

RECOMMENDATION: All relevant directive information, including the FAA Air Safety Operations Inspectors' handbooks, be revised to set forth clearly the requirement for operators to determine with certainty an aircraft's ability to comply with any specified takeoff climb gradient (all engines operating), whenever the reported weather is below the ceiling and/or visibility set forth for the non-climb gradient, higher-than-standard minima for a particular runway. Also, Paragraph C57.b of the Standard Operations Specifications should be revised to make this requirement concise and clear.

COMMENT: This recommendation affects the Standard Operations Specifications, and the appropriate Air Safety Inspectors' handbooks.

Submitted by: Captain Tom Young, Chairman
Charting and Instrument Procedures Committee
AIR LINE PILOTS ASSOCIATION

INITIAL DISCUSSION (MEETING 94-02): Tom Young, ALPA agreed to withdraw this agenda item pending discussion with Wes TeWinkle, FAA/AFS-430. **Status:** Item Closed (Withdrawn by ALPA)